NEW-YORK, WEDNESDAY, JULY 7, 1875.-WITH SUPPLEMENT.

THE RAILWAY COLLISION.

RESULTS OF A CONDUCTOR'S RECKLESS.

THE FAULT FOR THE DISASTER ON LONG ISLAND FIXED UPON CONDUCTOR HIBBARD-COMPLETE DETAILS OF THE CALAMITY-SEVEN LIVES LOST -NAMES OF ELEVEN WOUNDED ASCERTAINED-INJURIES OF OTHERS-NARRATIVES OF THE WOUNDED-GENERAL MANAGER POPPENHUSEN'S

Thorough inquiries into the circumstances of the disaster on the Southern Railroad of Long Island near Far Rockaway on Monday afternoon fully establish that the fault lay in the reck-lessness of Conductor Hibbard of the train from Brooklyn. His train was behind time but he paid no regard to the rules of the Company, and pushed on until the terrible collision ocmrred between the stations of Lawrence and Far Rockaway, about a thousand feet from the latter. No blame is attached to the conductor of the west-bound train from Rockaway. Seven persons were killed by the collision, six of them being residents of Brooklyn. They were all in the train which was going eastward. The names of eleven persons who were injured-a few seriously-are ascertained. There others who were slightly hurt and who left the scene of the calamity before their names could be taken down. The conductor by whose recklessness the collision was caused lost his life.

THE COLLISION FULLY EXPLAINED. RECKLESS DISOBEDIENCE OF THE COMPANY'S PRINTED RULES-THE CONDUCTOR OF THE TRAIN FROM BROOKLYN IN FAULT-SPECIAL REASONS FOR CAUTION DISREGARDED-THE PLACE OF THE CALAMITY A THOUSAND FEET FROM FAR ROCKA-

WAY STATION. The calamity of Monday afternoon upon further investigation appears to have been plainly the re-mit of a reckless disobedience of the rules of the Company in the running of trains. The rule for the guidance of conductors in their employ distinctly states that the astward-bound trains from Brooklyn, E. D., to Rockaway, have the right of way after 12 o'clock at noon, for minutes after the schedule time, and an extra five minutes is to be allowed by the waiting train for variation of watches. After the expiration of this time the belated train-which in this case was going to Rockaway es its right of way to the train going westward. It

east bound train, to observe this rule that the disaster

Conductor Hibbard left the South Eighth-st, station in Brooklyn, E. D., with his train punctually on time at 12:30 p. m., and was due at Valley Stream at 1:24 p. m. The cars were heavily laden with passengers, and did not reach Valley Stream until 1:39 p. m., fully 15 minutes after the schedule time and within one minute of the time when the train should have passed the Rockaway train at Far Rockaway. According to the printed rules the conductor should have kept his train in waiting at Valley Stream, and it is asserted that he was advised not to leave Valley Stream until the Rockaway train came in. Of this there is no definite proof, but it is certain that the train was started on its way, and, it is believed, by direction of the conductor, who, however, had the op portunity of placing his train on a siding at Woods bury, two stations beyond Valley Stream on the Rockaway branch. He would have been out of danger if he had done this, as his time for running between Valley Stream and Woodsburg was oix minutes, making the time for his arrival at Woods burg 1:45 p.m., or a clear ten minutes before the Rockaway train had a right to leave the station at Far Rockaway. Hibberd must have known that he could not have made the distance between Woodsburg and Far Rockaway in ten minutes, as the train was losing time red fully ten minutes to travel between thos received the credit of being a careful conductor, and it was expected that when he left Valley Stream so much behind time, he certainly would have stopped at Woods burg to have let the Rockaway train pass him. His failure on Monday to use his usual precautions, and to have run upon the Woodsburg siding when he found himself belated, excited a great deal of surprise among

all the railway officials.

When the Brooklyn train left Valley Stream, a telegraphic dispatch was sent on to Far Rockaway, stating that the train was 15 minutes behindhand in and this was taken by the conductor of the Rockaway train as a guide for his action. He knew that by the rules this delay would give him the right of the road. The Rockaway train, under the care of Augustus Holse at 1:20 p. m., and arrived at Far Rockaway at the schedule time, 1:40 p. m. There the Brooklyn train should have passed. Holdridge's train was put on the ading, where it remained until 1:55 p. m., allowing th usual 10 minutes right of way for the eastbound train, and the 5 minutes for the variation of watches. Know ing from the telegraphic dispatch that the Brooklyn train was 15 minutes late on reaching Valley Stream, and had thus lost its right of way, and as there were no signs of Its approach because the woods and the curves prevented any one at Far Rockaway from seeing a train at the Lawmy one at Far Rockaway from seeing a train at the Lawrence station, the next stopping place above, Holdridge
considered that the line was clear, and started his train.
When the Brooklyn train reached Lawrence, at 1:52
p.m., it was 16 minutes behind time, having lost an additional minute after leaving Valley Stream. It was,
therefore, two minutes after the time when the conductor
was permitted by the rules to pass the Rockaway train
at Far Rockaway, and, as it required four minutes to
reach that station by the schedule, there was no possibility that the Brooklyn train could get to Far Rockaway
before the five minutes allowed for variation of watches
had expired, and the Rockaway train had acquired the
right of way.

kays, train had not gone 1,000 feet from the The Rockaway train had not gone 1,000 feet from the Far Rockaway station, and had not got fairly under way, when the engineer noticed the approach of the Brooklyn train at full speed. It was too late to put back to the station which he had just left. He gave the alarm whistles, and reversed the engines. It is apparent by the destruction of the locomotive Norwood, which drew the Brooklyn train, and of the train itself, while the locomotive 1 shadk and the Rochaway train were very much less anged, that the greatest force came from the Brooklyn train. The shock was terrible, and the instantaneous rim very great. The alarm whistles caused conductor Holdridge to go on to the platform, and while he was banging by 'he rail, locking out to see what had caused the trouble, the crash came. His hand was smashed, and ne fell outward to the ground. In this way his life was saved.

The region where the accident occurred was very parsely settled by farmers and others, and some little file the recessarily required to see the section of the control of t

THE DEAD AND THE INJURED. CORRECTED LISTS OF THOSE WHO WERE KILLED

THEIR LIVES-DETAILS CONCERNING THE IN-JURED-THE SURGICAL ASSISTANCE GIVEN. The corrected list of the dead, so far as could be ascertained yesterday, is as follows:

John D. Ehlers, Bedford and Flushing-aves., Brooklyn. William Gonid, Ocean Point.
Philip Hartman, No. 107 Second-st., Brooklyn. Jesse M. Hibberd, conductor of the Valley Stream train. William Benjamin Mott, Brooklyn.
Peter C. Frei, er. No. 221 North Seventh-st., Brooklyn.
Hoemer Thurmer, No. 102 Broadway, Brooklyn.
The following is the list of the wounded both the ex-

The following is the list of the wounded, with the exception of those persons who were injured but who left the scene of the disaster before their names were learned. Of the eleven wounded, three, Brady, Finn and Kehoe were erroneously reported in The Herald and other papers

William Brady, No. 93 Madison.st., New-York, William Finn, South Oyster Bay, fireman of the locome tive Montauk. ive Montauk. August Holdridge, conductor of the Reckaway train. Robert Hudson, No. 209 Powers-st., Brookiya, E. D.

enoc. 38 Lewis, No. 50 Henry st., Brooklyn, E. D. Poppenhusen, General Manager of the Southern

Mrs. William T. Pringle, No. 784 Greenwich-st., New-

John J. Slater, No. 555 Union-st., Brooklyn. Thomas Walsh, No. 9 Pell-st., New-York.

Of those who were killed, it is stated that all were standing on the platforms at the time of the accident. This is certainly true of some. Mr. Thurmer at the time was standing on the rear platform of the second car of the eastward-bound train. He was found with both legs ed below the knees, partially conscious, but with

Jesse M. Hibberd, conductor of the train from Brock-

lyn, was standing on the front platform of the second car. His body was mangled frightfully, five ribs being

broken and his whole form very much disfigured. William B. Mott is the name of the man who was not identified until yesterday. He has an uncle living at Far Rocksway who failed to recognize the body, although one of the Coroner's jury, but yesterday morning a gentleman who formerly knew Mr. Mott, became convinced of the identity of the body, and on still closer inspection the uncle was also satisfied that it was his nephew.

William Gould was on the train coming from the East, having been at Rockaway to spend the day. He was employed by Dr. Auerkach, and was on his way home in obedience to a request that he return early in the day.

He leaves a wife and one child. Peter C. Pfeiffer is a Notary Public and real estate agent in Brooklyn, and his body remained in Lockwood's Grove at Far Rockaway until yesterday afternoon, when it was removed to Ocean Point.

CARING FOR THE INJURED. Many of the injured left the scene at once, being able to walk, or having carrings brought for their conveyance to the nearest hotels to await the arrival of trains that would take them home. At the time of the accident there were a number of physicians stopping for the day at Rockaway, who were soon on the grounds. Among them were Dr. O'Brien of Brooklyn, Dr. Redman of Williamsburg, Dr. Conway of Far Rockaway, Dr. Healy of Brooklyn, and Dr. Curtis of New-York. Dr. Julius Auerbaeh of Ocean Point was sent for immediately, and on his coming and the arrival of the other doctors a staff was formed, with Dr. Curtis as its chief. They at once proceeded to care for the dead and the wounded. Among the latter the following were found to be the injuries re-

ceived:
William Brady, sealp wound and contusion of the leg.
William Brady, sealp wound and contusion of the leg.
William Finn, concussion of the brain. The doctor
thinks that he will not be likely to recover. This is owing
partially, at least, to the five hours' exposure that he endured without other amention than repeated dashes of
cold water over him, before a kind-hearted Scotchman,
Lawrence Duncan, took him in and cared for him. Those
in the neighborhood expressed no doubt that but for this
disinterested and noble service, Mr. Finn would very
soon have died. His brother, Robert Finn, is now with
him.

soon have died. His brother, Robert Finn, is now what him.

August Holdridge, three fingers of left hand crushed and amputated.

Robert Hudson, arm broken, both legs cut and bruised, and nose jammed.

Keloe, scalp wound and slight injury to the left leg.

Mrs. Pringle, scalp wound.

Robinson, contusion of both legs with fracture.

John Slater, compound fracture of the foot, metatarsal bone siteking out, signt injury to pelvis. He was taken away yesterday morning by his father who resides at No. 555 Union-st. Brooklyn: he will probably recover, but an amputation of the foot may become necessary.

Isnac D. Barton, the General Superintendent, said yested as that it was difficult if not impossible to obtain any

terday that it was difficult if not impossible to obtain any absolutely complete list of the wounded. He had sont a man out for this purpose who had spent three or four hours without success in attempting to learn the names of the injured. The blame, he said, was all attached to the conductor of the train which was bound for Rockaway. He had violated orders in regard to the allowance of time which is made for the variation in watches.

Coroner John R. Hicks, residing at Woodsburg, has already summoned a jury who have viewed the remains of the dead. He stated yesterday afternoon that he had given certificates for burial of all the bodies except that of Mr. Mott, whose body had not then been identified. The jury will hold the inquest to-morrow after 2 o'clock in the Atlantic Hotel at Far Rockaway.

## STORIES OF THE SUFFERERS

THE DISASTER DESCRIBED BY THE WOUNDED AND BY PERSONS CONNECTED WITH THE MEN WHO LOST THEIR LIVES-ADDITIONAL INFORMATION

CONCERNING THE INJURED AND THE KILLED. William Brady, who had been reported as mong the killed, was called upon at his residence, at No. 93 Madison-st., yesterday, and found lying on his bed, to which he had been brought about 20 minutes before. He was very badly bruised about the legs and feet. Mr. Brady stated, as far as he could recollect, how accident occurred and how he was injured. The train, he says, left the depot at Brooklyn at 12-30 p. m. At the time of the collision the train he was in was about fifteen minutes late, and was going pretty fast. The first intimation that he had of any danger was seeing the conductor come in the door and very rapidly go through the car. Mr. Brudy says that he did not run, he flew. Brady was in the first scal of the first car, and upon seeing the conductor go through the car so hurriedly, thought that there must be some danger, and put his head out of the window to see what it was. He then saw the other train approaching. He exclaimed, O, Heavens, there's a train coming, and we are all killed!" and immediately after came the shock of the collision. The car in which he was scated ras thrown upon its end, and Brady and two others were buried under the ruins of the locomotive. There they re mained he thinks for at least an hour. The legs of the three were twisted together, and the ruins of the ear and locomotive were piled upon them. Their heads, however, free. Ready states that he had no expects tion of getting out alive. He was in the midthe three, and attributes to that fact his escape from death. Whether the other two were or not he does not know. Upon being released from the wreck, he was removed to a farmhouse, from which he was taken to his home yesterday morning. An examination was made by a physician, who pronounced no bones broken, except perhaps the ankle of his right leg, which was very much bruised and swollen. It is probable that in a short time Mr. Brady will be able to rise from his bed. He considers his escape from death almost miraculous. He says that had not the conductor paid with his life the penalty of his careless ness, he would censure him severely; that no warning of danger was given, and that the conductor seemed only

to be looking out for himself.

Yesterday noon, John J. Stater, who is 21 years of age, was removed to his home at No. 555 Union-st., Brooklyn. About 2 o'clock, a Tamune reporter, on calling at the iouse, was given the following story by the unfortunate young man. He breathed with great difficulty, and was unable to speak in a tone louder than a whisper. He said that he was in the rear or snoking compartment of the baggage ear attached to the Rockaway train. A man came from the forward part of the car in grate baste, and Slater, thinking, as he expressed it, that "there was something up," started for the door. Almost immediately on rising he was struck and rendered unconscious. He was extricated from the wreck and taken to Mott's Hotel. There he was treated by the dectors in attendance, who also sent for a priest, showing that they thought his condition very dangerous. Mr. Slater's father, James Slater, arrived at the scene of the disaster at 4 o'clock this morning and at once brought his son to Brooklyn, who stated yesterday that he was unable to say definitely what were the extent or the precise nature of young Stater's injuries. He would be obliged to have a consultation, and if necessary make the exammation by putting the patient under the influence of chloroform.

Mr. Slater had received a compound fracture of the foot,
and several bruises about the body. Upon his forehead. almost directly over the nose, was a long cut and bruise. Thomas Walsh, a carman, who lives at No. 9 Pell-st., in this city, was very badly bruised, although no bones broken. He himself considered escaped very fortunately. His left foot is sprained, badly bruised, and very much swollen. His head is slightly cut in various places, and on top where was the largest cut, it was sewed by the octors in attendance at the time of the accident. body and legs are somewhat bruised, although not seriously. He has as yet been unattended by any physician

since his removal to this city. Thomas Lewis of No. 50 Henry-st., in this city, was arthomas Lewis ut No. 30 periods about the hips and back, and received slight cuts and scratches on the legs and body. When called upon by a Trincise reporter, he sud: "I was sitting next to the window, in the second seat from the front, of the smoking-car, there being a baggage-car in front. The conductor sprang suddenly from the door of the baggage-car, and, without giving a word of warning, hastened through our car to the back door, where has killed. As he sprang into the smoking-car, Mr. Brady, who sat near, looked from the window and said, "There's an engine coming toward as; we are all killed." I had no chance to move before the crash came, when I was all squeezed up. Suddenly, the side of the car burst open, and I found myself lying on the ground by the track," Mr. Lewis was taken to a house near the scene of the accident, and was brought home yesterday morning. His accident, and was brought home yesterday morning. The inflammation setting in in connection with his internal injuries. criously injured internally, badly bruised about the hips

was among the killed. He was a notary public, an agent of a fire insurance company, and a real estate agent. He is said to have been wealthy, and leaves a widow and child. He was among those who stood suncking on the platforms of the cars when the collision occurred. His body was terribly mangled. Some persons who lived by Mr. Pfeiffer's house said yesterday that Mr. Pfeiffer's wife had gone yesterday morning to Valley Stream, where Mr. Pfeiffer's mother owns a lot of ground, and where the remains will probably be buried.

Mrs. Thurmer, widow of B. Thurmer, the jeweler of No. 102 Broadway, Brooklyn—who was among the killed—was found at her father's house yesterday. She said that she had accompanied her husband on the excursion, and the cars were overcrowded with passengers. Mr. Thurman had given up his seat to a lady, and stood on the platform just in front of the door, which was open. He with a few others was smoking. His wife, who did not wish him to stand on the platform, beckoned him to return, when she suddenly felt a strong shock and the car in which she rode was cracked in two she jumped out of the window and was caught by two men. She immediately made search for her husband, and found him terribly wounded. His legs had been completely crushed from the knees down by falling between two cars. The thurub of his right hand was also torn off. He lingered till 5 o'clock, when he died, retaining consciousness to the last. Mrs. Thurmer was not injured.

Phillip Hartnan, one of the killed, resided at No. 107 Second-st, and kept a cigar store at No. 44'g Broadway, Brooklyn. He was 33 years of age, and had a wife and three children, the closes being about six years old. His body was brought to his house yesterday morning. He was ridding on the front platform of one of the cars, and was smoking at the time of the accident.

John D. Ehlers, who was also killed, was a young man 20 years of age. He lived at Flushing and Bedford aves, Brooklyn, where his father is the proprieter of a contyard. When Tim Thursus reporter

## THE GENERAL MANAGER'S STATEMENT.

MR. POPPENHUSEN DECLARES THAT CONDUCTOR DISASTER-THE TRAIN FROM BROOKLYN SHOULD HAVE WAITED AT VALLEY STREAM FOR THE ROCKAWAY TRAIN-THE MANAGER DENIES THAT HE GAVE ORDERS FOR THE ROCKAWAY TRAIN TO START OR DESERTED THE SUFFERERS.

H. C. Poppenhusen, General Manager of the Southern Railroad of Long Island, said to a TRIBUNE reporter yesterday that he was on the train which left the Neptone House at 1:20 p. m. on Monday, and which was wrecked by the collision near Far Rockaway. He knew the rules of the Courpany thoroughly and had had experience on the road for eight years. The management of the road had been charged entirely since the accident which occurred three years ago. The new time-table which went o effect on Monday made no change in the rules by which conductors should be governed, especially with regard to belated trains. During the early part of the day, up to noon, the trains from Rockaway have the right of the road for 10 minutes after schedule time, and an extra 5 minutes is allowed for variation of watches, After noon the trains from Brooklyn, E. D., have the right under the same restrictions. These 5 minutes, however, are not to be made use of at all, even by the train having the right of way, for the purpose of recovering lost distance, but must be observed by the con ductor of the train waiting on a siding. If a conductor should find that he cannot get to the station for passing another train by the end of the 10 minutes allowed for right of way, he should stop at the first siding and remain until the other train passes,

When conductor Hibbard found, on arriving at Valley Stream, that he was within one minute of the time when he should have passed the train from Rockaway at the Far Rockaway station, it was his duty to have reat Valley Stream, although by his going on to Woodsburgh he would not have endangered his train, provided that he had gone on to the siding at that pe Poppenhusen said further that while he was at the Far kaway station he received a telegraphic dispatch from Valley Stream stating that the train from Brooklyn, E. D., had passed that point 15 minutes late. He knew that the rules compelled the conductor of that train to give the right of way to the train from Rocka-way, and knowing that Jesse M. Hibbard bore the reputation of being a careful conductor, he presumed that rules would be obeyed. The time table had been so well calculated that there was no just reason for a collision at any point, providing that the rules were observed, and to have a disaster occur through such reckiess carelessness was a source of very great pain and annoyance to tae manager. The conductor of the train from Rockaway, knowing that after waiting for 15 minutes he had the right of way, showed no reckiessness on his part in starting on his journey, especially when a dispatch had been received at the Far Rockaway station that the train from Brooklyn had been delayed 15 minutes of waiting required by the rules, namely, at 155 p. m., the train was started, and, as it had gone less than 1,000 feet when the collision took place at 157, it was very evident that Holdridge was not using any reckiess speed. Mr. Popperinnen said that he knew toe dawny station by having comming the elegaraph poles. It answer to a question relative to the report that he had gone and saven an order to start the train, and thereby caused

distance between the place of collision and the Far Rock-away station by having counting the relegraph poles.

In answer to a question relative to the report that he had given an order to start the train, and thereby caused the disaster, Mr. Poppenhusen said it was not at all likely that he should give an order to place a train in danger upon winch he was to ride himself. The conductor followed the rules implicitly, and, it anything, remained a traction of a minute longer than the 15 minutes required. The manager did not interfere with the conductor in the running of the train from Rockaway in any way.

With regard to the charge that he had run away from the scene of disaster after the collision, Mr. Poppenhusen said that that statement must have been made with malicious intent. He was wounded on the head by the collision and was knocked insensible, and he had been informed that he was dragged from aim of the train. When he recovered his scheet he knowledge that another train was to start from the bearen at 2:10 p. in, led him to go back with a flagman to the Far Rockaway station, so as to prevent that train from coming on. From final point he went in scarch of surgeous and the Caroner, so that the bodies of the dead might be properly cared for. He afterward returned to the wreek, and was moving about among the persons assembled herer, randering assistance, but was of course unknown to all except a few of the men employed by the road.

Mr. Poppenhusen showed the reporter the injury he had received on the right side of the upper part of the nead. It was partially conoccaled by the dressing, but it was evident that it was a very bad wound.

CAPABILITY OF THE COMPANY'S OFFICIALS. STATEMENTS THAT INCOMPETENT MEN WERE EM-PLOYED ON THE RAILROAD DENIED BY THE

In placing the responsibility for the accident, statements have been made to the effect that the employes of the railroad are incompetent men, with slight knowledge of the railroad business, and that this alieged employment of unskilled men is due to a nig gardly policy on the part of the management. The state ments are declared by the managers of the Company to

be false and unjust. There are at present, it is claimed, no conductors on the There are at present, it is claimed, no conductors on the road who have not had a number of years' experience in similar positions, and the other employes, from engineers to trackmen, have been selected with especial reference to their fitness for their respective positions. Isaac D. Barton, the General Superintendent of this road, together with the Flushing, North Shore, and Courtal Roads—all under the same management—is well known as a thorough radicoid man, who made his principal reputation in connection with the long Island Roads. John J. Barr, the Assistant superintendent, hashad several years of practical experience on the Eric and other roads. These officers have been careful in the selection of their subordinates. Conductor Hibbard had been for some time on duty on this part of the road, and was regarded as entirely competent. Holdidge, the other conductor, and just been transferred, after seven years of satisfactory service, from the Hariem Road. The engineers and fremen of both trains were oid and tried servants of the road.

CLEARING THE TRACK OF THE WRECK. TRAINS RUNNING AGAIN YESTERDAY-EVIDENCES

OF THE PORCE OF THE COLLISION. The work of clearing away the mass of wrecked cars and engines was begun soon after the acci-dent occurred, and by 10 a. in. yesterday trains again passed over the road. The shock of the collision been terrific. One of the trains was traveling at a high rate of speed, and the other was making the usually rapid time of the road. Engines and cars were destroyed in a surprising manner, and the scene yesterday morning, Brady, who sat near, looked from the window and said. There's an engine coming toward as; we are all killed. I had no chance to move before the erash came, when I was all squeezed up. Suddenly, the side of the car burst open, and I found side of the car burst open, and I found myself lying on the ground by the track." Mr. Lewis was taken to a house near the scene of the accident, and was brought home yesterday morning. His accident, and the scene of the inflammation setting in in connection with his internal miguries.

Mrs. Welliam T. Pringle of No. 784 Greenwichest., New-Mrs. Well atter the road had been made clear, presented two

## GENERAL FOREIGN NEWS.

AMERICAN RIFLEMEN IN IRELAND. THEIR ARRIVAL AT BELFAST-AN ENTHUSIASTIC RE-CEPTION-FESTIVITIES AT THE BOTANIC GAR-

BELFAST, Tuesday, July 6, 1875. The American Team arrived in this city this evening. Their reception surpassed even that given them when they entered Dublin. Mayor Lindsay and the corporation of the city were at the station to receive them as they stepped from the train and escorted them to the carriages. The crowd in and around the depot filled all available space. A procession was formed, and the guests made a triumphal entry into the city. They passed through streets festooned with banners, and packed on each side by crowds apparently comprising the entire population. The cheering was unceasing from the moment they left the station until they reached the Imperial Hotel. There the enthusiasm of the populace was so great, and the calls for the captain of the team so urgent, that the Mayor introduced Col. Gildersleeve, who received round after a round of applause. As soon as silence could be obtained, Col. Gildersleeve said: "Citizens of Belfast-The gentlemen of the American Team and their friends thank you most cordially for enthusiastic welcome to your beautiful city. We recognize this reception as a compliment to our country, and are proud of the great honor you do it. Accept my earnest and sincere thanks in behalf of the Team and the land they delight to call home. Here the cheering was tremendous.

The Mayor next introduced Major Leech, who was received with great applause. He said the highest honor that could be paid to him and the Irish Team was in the cordial welcome the people of Belfast had given their conquerors.

The visitors then entered the hotel and dined with the Mayor and members of the City Government. Later in the evening they attended a fête given in their honor at the Botanic Gardens. On their way to the place of festivity they found the streets crowded with people whose enthusiasm was irrepressible. The gardens presented a gala appearance Fifteen thousand persons were present, and repeated

cheers were given for the Americans. Before leaving Dublin Col. Gildersleave and the other members of the team visited and took leave the Lord Mayor and prominent citizens. A large assemblage witnessed their departure from Dublin, including all who had assisted in their entertainment, and nearly all the Ameriean residents. Loud cheers and shouts of goodwere given as the train left the depot. the road welcoming crowds were collected at every station between Dublin and Belfast, and many church spires were flagged. At Portadown the railway company provided a special-train for the visitors for the remainder of the journey to Belfast.

Letters were received by Col. Gildersleeve to-day

proposing that at Wimbledon the Americans shoot against a picked team of English, Irish, and Scotch marksmen. The gentlemen of the Irish Team believe the Englishmen are frightened and want to

It is remarked of the scenes in Belfast to-day that no such demonstration of popular enthusiasm has been known there within 20 years. For other news in regard to the American Riftemen see tenth

AFFAIRS IN SPAIN.

DRAFT OF A NEW CONSTITUTION FOR THE KINGDOM-REPORTED CAPTURE OF CANTAVIEJA

Madrid, Tuesday, July 6, 1875. The commission of nine members, appointed to prepare the draft of a new Constitution for the Kingom of spain, have concluded their labors. The draft opens with a declaration of individual and religious iberty. The Legislature is to consist of a Senate and Chamber of Deputies, composed as in other liberal monarchical states. The magistracy is to be irremovable. It is believed the Constitution will be adopted without

It is rumored that the Alfonsists have captured Cantavieja. The Carlists have out the railway between Huesen and Barcelona at Tordienta. Gen. Loma has effected a junction with Gen. Queseda.

THE FOURTH OF JULY CELEBRATION IN

LONDON. LARGE NUMBER OF PRESONS PRESENT AT THE BAN-

QUET-VIOLENT CRITICISM BY A CONSERVATIVE London, Tuesday, July 6, 1875.

Two hundred persons were present at the banquet given by the Americans last evening in honor of the anniversary of the Declaration of Independence. Among the guests were Mr. U. S. Grant, jr., son of Pres

ident Grant; Mr. Wickham Hoffman and Mr. W. H. Chesebrough, Secretary and Assistant Secretary respectively of the legation in London; Messrs. Wo and Stevens, Mr. Hugh McCulloch, Gen. Brandford, the American Cousuls at Dundee and Southampton, Mr. II. M. Watts, Dr. Livingstone's son, Naval Constructor Barnaby, Sir Frederick Perkins, and Mr. Henry Richard, member of Parliament.

The Standard of to-day contains an exceedingly violent article against the celebration by the Americans. It says:

None but Americans would venture upon such a display
of had taste and discourtesy as was shown in yesterialy's
celebration, and more but for English would telerate it.
It is hardly decent for any loyal Englishman to particlpate in the celebration of English disasters. The American insurrection was about the most unprovoked relalion in history. In the present times forbeariance and
conciliation on the English side is returned by America
with insult and abuse, which is only encountered by
eringing flattery, and this Dean Stanley calls reconciliation and peace-making.

The Standard, in concluding its article, says:

Among Americans there are but few not actually pararticle against the celebration by the Americans. It says:

Among Americans there are but few not actually par their country who would not loyally exchange their in stitutions for the order, nonesty and loyally exchange their in stitutions for the order, nonesty and loyally of this em-pire, from which a century ago they made their insane revolt.

REFUSAL OF M. GAMBETTA TO FIGHT A

DUEL. Paris, Tuesday, July 6, 1875.

M. Gambetta has declined to accept a challenge of Granier de Cassagnae to fight a duel on account of articles published in the Républic Française. He says he cannot hold himself at the disposal of the first comer among his political adversaries, as he has other duties ibilities to fulfil toward his party, France,

FOREIGN NOTES, Paris, July 6.-The report of the recall of M. de Gontant-Birot, the French Embassador at Berlin,

BERLIN, July 6 .- Dr. Kuntz is about to leave here for San Francisco to superintend the erection of a naval hospital which the Government has decide build in that city for use by its squadron in the Pa

LONDON, July 6 .- It is denied that Messrs. Moody and Sankey intend opening meetings in Paris. There is no falling off in the number of attendants at their meetings here, and large numbers of persons con-tions to visit the "inquiry rooms."

LONDON, July 6 .- The Mark Lane Express of this week says the weather is likely greatly to hinder having and harvesting. Dryness is required. Consequently the prospects are rather threatening for the future. The prices of wheat are a shilling higher, and in

LLOYDTOWN, Ont., July 6 .- The bank of Hail's Lake near this place gave way last night, owing to the late heavy rains. The water completely demolished Tyson and Cassidy's Cradle and Rake Factory, and seri-ously damaged several mills and bridges. The loss ex-ceeds \$10,000. ROBBERY OF A CATHOLIC CHURCH.

BINGHAMTON, N. Y., July 6 .- The Catholic church here was robbed last night. The poor-boxes were broken open and emptied, and some of the sacred vessels taken from the aitar. The loss is not large.

by the late storms and the overflowing of lands. Some counties, however, appear to have escaped the ill effects of too much wet weather, entirely.

DISASTER IN HAMPTON ROADS.

THE STEAMER ISAAC BELL RUNS DOWN A

TUG. THE TUG SENT TO THE BOTTOM-NINE PEOPLE

KILLED AND SEVERAL INJURED. NORFOLK, Va., July 6 .- The steam-tug Lumberman, while returning last night from Fortress Monroe with a pleasure party of 18 on board, while off Sewell's Point, was run down by the steamer Isaac Bell, and sunk immediately in 50 feet of water. Boats were lowered from the Bell, and several of the survivors picked up. The following is a list of the lost: Mrs. Elizabeth Hudgins, a widow lady, and her colored servant; Geo. Wilson, Mrs. Jesse Fredereci, Mrs. G. W. Baker, Capt. Edward Cook, James C. Borum of Norfolk, Miss M. Borum of Matthews County, Va., and the engineer of the Lumberman. Capt. Brown was struck on the head and severely injured by the wheel of the Bell, but mustered the strength to rescue his wife, who had to crawl through the window of the pilot-house to avoid being carried down by the fast sinking boat. Mrs. Brown was severely injured internally, and it is feared she will not survive. Boats have been sent down to drag for the bodies. The proper signals are said to have been

blame is attached to him. Only three bodies have been recovered. Two of these, Joseph Wilson and Miss Borum, were found near Fortress Monroe, nearly two miles from the ene of the disaster. The body of Miss Fredereci was found near Sewell's Point. A section of the Norfolk Light Artillery Blues have to-day been firing twelve-pounder guns about the spot where the bodies are supposed to be lying.

given by the captain of the Isaac Bell, and no

THE NEWS IN THIS CITY. DISPATCH TO THE AGENT OF THE LINE—THE STEAMER

ISAAC BELL NOT INJURED. steamer Isaac Bell belongs to the Old Dominion Steamship Line, plying between this port and Norfolk, City Point, and Richmond, Virginia. The e vessels are on this route, the Isane Bell leaving this city every Taursday atternoon, while others leave on Tuesdays and Saturdays respectively. The office of the Company in this city is at No. 197 to the fact that none of the occupants of the vessel Lumberman, which was sunk, were residents of this city, the report of the accident did not create much excitement, and the Company's office was not besieged by the crowd of persons usually to be seen on such occasions, anxiously waiting to hear of the fate of ing the following telegraphic dispatch; "Bell collided with and sunk steamer Lumberman in Hampton Roads

last night. Bell not injured."

The Isaac Bell left Norfolk at 9 p. m. on Monday, and Hampton Roads at midnight of the same day. Capt. Lawrence, who commands the Isaac Bell, is very highly n of by Mr. McCready, who praises his semmunship and habitual caution. The Lumberman had on board a pleasure party from Fortress Monroe, and it was generally believed in this city that her captain was at fault in the matter. The Isaac Bell was due here last night.

FREDERICK DOUGLASS'S FIFTH OF JULY ORATION. .

AN APPEAL TO THE COLORED PACE TO LEARN TO STAND ALONE - THE FRAUDULENT NATURE OF THE FREEDMAN'S BANK.

Washington, D. C., July 6 .- During a speech at a Fourth of July celebration at Hillistale, near this city yesterday, Frederick Douglass alluded to the condi-

city yiestermay, Frederica Dougness
thou of the colored race and said:

All we ask is a fair field to work in, end the white man to
leave us alone. We have been injured more than we have
been helped by men who have professed to be our friends.
They are lawyers without clients, broken down ministers
without churches, wandering teachers without schools. They
are great heggains. They have the gott of beging down to a
region of the professed of the strength of the professed of the

papers, not to ask other people to support them, but be independent. In We propose to cut loose from all invidious class istitutions, and to part company with all those wandering mendicants, who have followed us simply for paitry gain; and we now bid an affectionate farewell to all these plunderers, and in the future, if we need a Moses, we will find him in our own tribes."

## REGATTA GOSSIP.

ONLY ONE CREW NOW BEHIND-TRYING THE ROW-ING LANES-THEY WORK WELL.

Saratoga, N. Y., July 6.-The crews are now all at the lake, except that of Wilhams College, which is expected immediately. The preparations for the regatta are now being rapidly carried forward. Messrs. Ferry, Eustis and Draylin, the Coilege Committee, have arrived. A large addition will be made to the dimensions of the Grand Stand to accommodate the friends of the various crews. The regatta will begin on Tuesday, the 13th inst., and last two days. The athletic sports, running, walk and last two days. The athletic sports, running, walking, and jumping, will occur on Thursday, the 15th. The course has been broyed in such mapner that each crew will pull between bines of flags 100 feet apart, and at intervals of one-eighth of a unit. Most of the crews have tried their lanes and experience no difficulty in steering through. The crews are very hard at work. The friends of both Yale and Harvard are very condent in the ability of their respective crews to carry off the honors. Dartmouth, Wesleyan, Cornell, and Princeton, have a good many friends, and the champions of last year are rallying strength, asthough they are not generally regarded as the winning crew. There is some talk of having the race at 10 o'clock instead of at 11.

[For Saratega Letter regarding the Regular see Second Page.]

IN THE HANDS OF A RECEIVER. COLUMBIA, S. C., July 6.-Controller-General Duan, appointed receiver of the South Carolina Bank and Trust Company, has taken possession.

FIGHT COLORED MEN ON A CHICAGO JURY. CHICAGO, July 6 .- The Grand Jury of the July term of the Crimical Court was impancied this erning. It consists of eight negroes and sixteen white

THE YELLOW FEVER AT KEY WEST. KEY WEST, July 6.-There has been one death from yellow fever here to-day, and two new cases

CRIMES AND CASUALTIES-BY TELEGRAPH. Boston, July 6.-Four fatal accidents by the sursting of cannon are reported from Maine and New-Hamp

LITTLE ROCK, Ark., July 6.-The beiler of a saw CHICAGO, July 6.-A special dispatch from De-

them were drowned, after franke enorts to save themselves.

Portraville, Penn., July 6.—At Tamaqua, last
night, Frank Yost, a policeman, while on duty patrelling
through town, was shot by two strangers, the ball holding in
his abdomen. He died at 9 o'clock this morning. He made a
dying statement of the affair, which is withheld from the public at present.

IOWA CROPS SLIGHTLY DAMAGED BY THE WEATHER.

CHICAGO, July 6.—Crop reports have been received from a number of counties in Iowa, showing that there has been some damage to corn and other crops

PRICE FOUR CENTS.

WASHINGTON.

CURRENT TOPICS AT THE CAPITAL. THE RESULTS OF THE TREASURY COUNT.

Washingto Juesday, July 6, 1875.

The count of the money in the cash vault of the freasury was nearly finished to-day. The vault contained in round numbers \$10,000,000. The work was nearly done and the count of the residue was made by packages. The approximate result showed a shortage of \$20 only. The count will be completed and the exact condition made known to-morrow. The results of the count thus far have given great satisfaction to all concerned. This cash vault is one into which all receipts go and from which all current payments of Government are made. Thus far in the nearly \$16,000,000 counted, there have been found, Redemption Agency for National banks, and 41 cents in the Redemption Agency of legal tenders and fractional currency. In ascertaining the contents of the cash vault, there remain to be counted the securities of National banks and contents of the reserve vault about \$40,000 .-000. The Treasurer is not, strictly speaking, responsible for this vault. It requires three keys to open it, and these are in charge of three gentlemen, each holding one key, and the presence of all is necessary to unlock the vanit. The Secretary appoints one of this committee, the Treasurer one, and the furcan of Emeraving and Printing one. This reserve not being solely in charge of the Treasurer, the count already made goes far toward establishing the accuracy of Gen. Spinner's accounts, and disposes of reports that this counting would surely develop a contused state of affairs. There is only about \$1,300,000 in gold in the Treasury here, most of its gold being kept in New-York.

Walter P. Janney, Geologist of the Black Hills Expedition, in a letter to the Department dated June 22, says, while examining the gravel deposits at the north end of Castle Creek, he found gold in small quantities in bars or terraces of alluvial quartz gravel, resting the stream. The area of these bars was quite limited. The gold which they contain has evidently been furnished by the quartz veins traversing the slates along the stream There was considerable excitement among the soldiers on French Creek; but as no one obtained, even by sev gold dust, none of the command were afterward seen working for the precious metal. About fifteen miners have located claims on the creek. The reports they give of the richness of the gravel bars is greatly exaggerated or the hemoes of the gravel bars is greatly exaggerated.

Mr. Janney's prospecting shows a general diffusion of
small quantities of gold over a large area. He sank a
small of 14 feet to the bed rock, near the stockade, and
obtained but a trace of gold. Nothing has as yet been
discovered to warrant extensive mining operations. He
intends examining the country to the north of diarney's
Peak, Mr. Janney sends with his letter small grains of
specimen gold.

NO CAUSE FOR A BLACK HILLS FURORE.

THE RING SUED IN BEHALF OF THE COOKE ESTATE.

Columbus Alexander, one of the creditors of Jay Cooke & Co., claims that what he terms the "real estate pooi" of the late District Government is a debtor to the Jay Cooke estate to the amount of the profits arising from \$25,000 invested by Cooke in the pool. Accord-District against the pool. He makes E. M. Lewis and the bourn & Latta, Senator Stewart, Senator Sargent, George C. Gorham, Jerome Chaffee, Fitch & Fex, W. W. Corcoran, Alexander Shepherd, George W. Riggs, and 23 others defendants. He has made application for a reothers decreased.

The mass many approximates the color of an injunction to prevent them from disposing of any property in their hands. He also calls for bills and exhibits, and asks to have subpense issued to all of the derendants to appear and answer.

AWARD OF CONTRACTS FOR NAVY SUPPLIES, The contracts for furnishing supplies to the Navy-Yards throughout the country have been awarded in part. Others, amounting to about \$250,000, will be awarded this week. Among those who have received contracts thus far are George H. Creed, D. Bab-cock & Co., Wm. A. Hyatt, Walton Brothers, Degraw, Aymar & Co., J. W. Daryee, and Samuel G. French of New-York; Howard, Sne.ling & Co. and Gayle & Co. of Boston; R. H. Powell & Co. of Philadelphia, R. H. Hawley of Chicage, Watson & Pellinger of Brooklyn, Whittler, Fuller & Co. and Farwell & Co. of San Fran-cisco, and Linforth, Kellogg & Co. of Mare Island, Cal.

WASHINGTON NOTES.

Washington, Tuesday, July 6, 1875.

Referring to the Freedman's Savings Bank, he said:
We have had a Freedman's Savings Bank, he said:
We have had a Freedman's Savings Bank, he said:
want any more. Our white triends told us that if we had cents to bring them. In them, and they would take care of them, and to be made to b dina, Fia.; John Talle of Nebraska to be Secretary of the Territory of Colorado; Juo. R. Clark of Nebraska to be Sur-veyor-tieneral of the District of Nebraska and Iowa; H. M. Keyser of Hilmois to be Receiver of Puolic Moneys at Helena, Montana, vice J. L. Sheridan delined; Thomas A. Riley of Pennsylvania. Agent at White River Agency, and Charles D. Bradley, Attorney for the United States for the Territory of Colorado.

The Secretary of the Treasury has telegraphed to Collectors of Customs that, under a Royal order, a tax of about 13 cents per ton will be levied in the port of about 13 cents per ton win or everal in the lower Malaga, Spain, on all cargoes laden for or coming from the United States. This is in addition to the existing tomage tax levied on vessels engaged in the American trade, making an aggregate tomage tax of \$1.16 per ton. The purpose of the exaction of the tax is to defray the expenses of improving the harbor of Malaga.

The employing printers met here this evening. They adopted resolutions declaring that the rules of the Columbia Typographical Union, in regard to the conduct of printing establishments, rates of wages, hours of labor, &c., are one rous and detrimental to the private printing interests of the District, and that they will not be governed by the Union in the matters complained of of after Aug. 2. About 80 printers were turbughed to-day from the Government Printing Office, on account of the decrease of work.

The contractors for carrying the malls between Vicksburg and New-Oricans and between Sabine Pass and Weiss Bluff in Texas having failed to perform the service. the postmasters at those places have been directed to employ temporary service at a rate not exceeding the old prices. The Department will relet the routes. Assistant Secretary Cowen states that Secretary Delano

has not retired from the Interior Department, and is expected to return the latter part of the week.

 AN EXCITED VILLAGE IN OHIO. ATTEMPT TO EXPEL A SALOON KEEPER-MODAL

SUASION FAILING, THEY TRY GUNPOWDER-ARREST OF THE CLERGY. COLUMBUS, Ohio, July 6 .- For some days

there has been a warm conflict in Westerville, in this county, between the citizens and Henry II. Corbin, who recently opened a liquor saloon within the limits of the corporation. Until yesterday it was a war of words only; but last night unknown parties placed gunpowder under the saloon building, and fired the charge about midnight. The explosion shattered the doors and win-dows, and raised the roof four lucines. To day, upon Cor-bin's application, warrants were issued for the arrest of the preachers of Westerville, the postmaster, and four other citizens. The warrants charge the parties designduct in assaulting and encouraging an assault upon Cor-hm's saloon. Otterbien University is located in Wester-ville, and for many years no entoon has been allowed to exist in the town. The excitement of the people is very great, and both sides of the controversy seem determined

THE CAUSE OF THE VICKSBURG AFFRAY.

VICKSBURG, Miss., July 6.-The disturbance t a negro meeting at the Court House yesterday grew out of a dispute between two white men, one of whom was dangerously wounded. A pistol was drawn by Ben. Alien, a colored politician, when he was at once knocked down by whites and scriously beaten. Soon after a fight took place between a negro and a white man, in which the negro's skuil was broken. A shot was then fired into the crowd by a negro fiding past in a hack, which was returned by whites. During the melec two necroes were killed and one seriously wounded. Everything is quiet today.

A NEW DEMOCRATIC PAPER AT KNOXVILLE. KNOXVILLE, Tenn., July 6 .- A new daily, entitled The Age, made its appearance last evening. ht Democratic in politics. C. W. Charlton, late editor of The Outlook, is editor-in-chief, and G. H. Bonnar, formerly city editor of The Knorville Daily Chronicle, occupies the same position on the new paper.